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SOURCE

Periodicals and newspaper as indicated.

## REICESBAHN INTRODUCES SYSTEM FOR EXPLOITING WORKERS; SEA FREIGHT OFFICE ESTABLISHED

REICHSBAHN EXPLOITS WORKERS -- Frankfurt/Main, Der Deutsche Eisenbahner,

An article sent to this paper by a Reichsbahn worker in the GDR (German Democratic Republic) states that a new system for getting the most out of the railrood workers has been introduced.

The Reichenbach system, as it is called, is said to be the most outrageous method of exploiting the workers ever devised by the Reichsbahn. It was developed in the Soviet Union at the railroad operations plant in Bataysk in the North Caucasus. The Reichenbach operations plant was the first such plant to use this method in the GDR. After a trial period of  $1\frac{1}{2}$  years it was installed in all operations plants as of 1 December 1951.

Initially party instructors, activists, and division and office heads were sent to Reichenbach to become acquainted with the new system.

The first step was to set up work brigades in all the plants. A brigade consists of 15-20 men, depending on the type of work they perform. A brigade leader will head the bridage. Although supposedly elected by the workers, he is usually appointed by the SED chief. He must be "progressively" oriented.

It happens quite frequently that skilled workers, car cleaners, and laborers are thrown together. However the senior craftsman is not necessarily the brigade leader; it may be an entirely inexperienced worker. The brigade further includes an 800 member, and functionaries for cultural, union, and social affairs. This constitutes a system whereby each brigade member may be kept under constant observation, even during work.

Foremen no longer exist, for, according to the Soviet system, they are no longer necessary. The workers are no longer guaranteed the wage scales specified in the collective agreement. The worker is no longer paid according to the type of work he is to perform. Work is classed into various wage categories;

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for example, work on the underframe and part of the superstructure of vehicles falls in a low wage scale. However, since this work must also be performed by skilled workers, they will be paid as skilled workers or laborers, based on the amount of time spent on each group. Should a skilled worker work during most of the day on projects in a lower wage scale, he will receive only the smaller pay. This is in conflict with the collective agreement according to which each worker is to be paid on the basis of his technical training and experience.

BUILD DOUBLE-DECKER CONSISTS -- Berlin, Nacht Express, 25 Feb 52

The first five double-decker consists have been turned over to the Reichsbahn by the Lowa Railroad Car Construction Enterprise in Goerlitz. The new double-decker consists are 74 meters long and can carry 940 seated and standing passengers in four cars.

COMPLETE SECOND TRACK -- Berlin, Nacht Express, 25 Feb 52

A second track on the Guben - Frankfurt/Oder line was put in operation between 23 - 25 February 1952. The construction project completed on this track was the railroad bridge over the Oder-Spree Canal near Neuzelle.

SET UP OFFICE FOR SEA FREIGHT -- Berlin, Der Verkehr, No 12, 1951

The GDR has established a German Office for Sea Freight (Deutsches Kontor fur See Frachten). The main duty of the office will be to procure on schedule shipping space for complete ship loads. The office will handle the important loading operations for the GDR for both outgoing and incoming traffic. The German Office for Sea Freight has been placed under the Ministry for Foreign and Domestic Trade.

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